



North Carolina Division Office

Forest Heritage National Scenic Byway as a North Carolina Scenic Byway

FHWA Program Delivery Priorities

2018 NCDOT/Contractor
Joint Training Conference



U.S. Department of Transportation
Federal Highway Administration

Program Delivery Strategic Objectives

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- Program Integrity – Continually improve program integrity through **risk-based** oversight.
- Program & Project Decision-making - Improve FHWA's ability to make operational and strategic decisions to maximize the effectiveness and efficiency of our programs.



What is Program Delivery Success?



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Targets

- Percent of inactive obligations $< 2\%$
- Percent of improper payments $< 1.5\%$
- Project Close Out



What is Risk Based Oversight?



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FHWA's risk-based approach to oversight is our process to guide our involvement in the Federal-aid program.

Objectives

- Enhance the effectiveness of the federal investment, and
- Assure compliance with federal requirements



FHWA/NCDOT Stewardship and Oversight Agreement

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Revised 01/15/2016

STEWARDSHIP AND OVERSIGHT AGREEMENT
ON PROJECT ASSUMPTION AND PROJECT
BY AND BETWEEN
FEDERAL HIGHWAY ADMINISTRATION
AND
NORTH CAROLINA DEPARTMENT OF TRANSPORTATION
(Supersedes)

January, 2016.

[Signature]

Revised 01/15/2016

SECTION I. BACKGROUND AND PURPOSE

The Federal-aid Highway Program has been a cornerstone of the Federal Highway Administration's (FHWA) projects. The Federal Highway Administration and the North Carolina Department of Transportation have long worked together to ensure that the Federal Highway Program meets the requirements of the Federal Highway Act of 1956, as amended. In enacting 23 U.S.C. 106, the States more authority to carry out the Federal Highway Program. Congress also recognized the importance of the Federal Highway Program, establishing requirements for the Federal Highway Program. The Agreement sets forth the agreed-upon terms of the Federal Highway Program (State DOT) and the Federal Highway Administration with respect to Title 23 projects and activities.

The scope of FHWA responsibilities, developed by the FHWA, and the responsibility to the Administration, the States Code, and associated laws, outlines FHWA's responsibilities.

- Intermodal Surface Transportation
- Transportation Equity Act
- Safe, Accountable, Flexible, and Efficient Transportation (SAFETEA-LU) of 2005; and
- Moving Ahead for Progress in the 21st Century Act

The FHWA may not assign or delegate its responsibilities to the North Carolina Department of Transportation unless authorized by law. 23 U.S.C. 106, authorizes the State to assume specific responsibilities under Title 23, U.S.C., and are on the National System of Interstate System, the State may assume the responsibilities of the Department of Transportation under Title 23 for the awards, and inspections with respect to the projects. The assumption is not appropriate. (23 U.S.C. 106(c)(1)) and not on the NHS, the State shall assume the responsibilities.

transportation



What is a Stewardship and Oversight Agreement?

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- Requirement from Congress
- Statement of State assumption of responsibilities
- Contract between FHWA and the State DOT
- Based off of authorities given by 23 U.S.C 106

How does the FHWA monitor the Agreement?

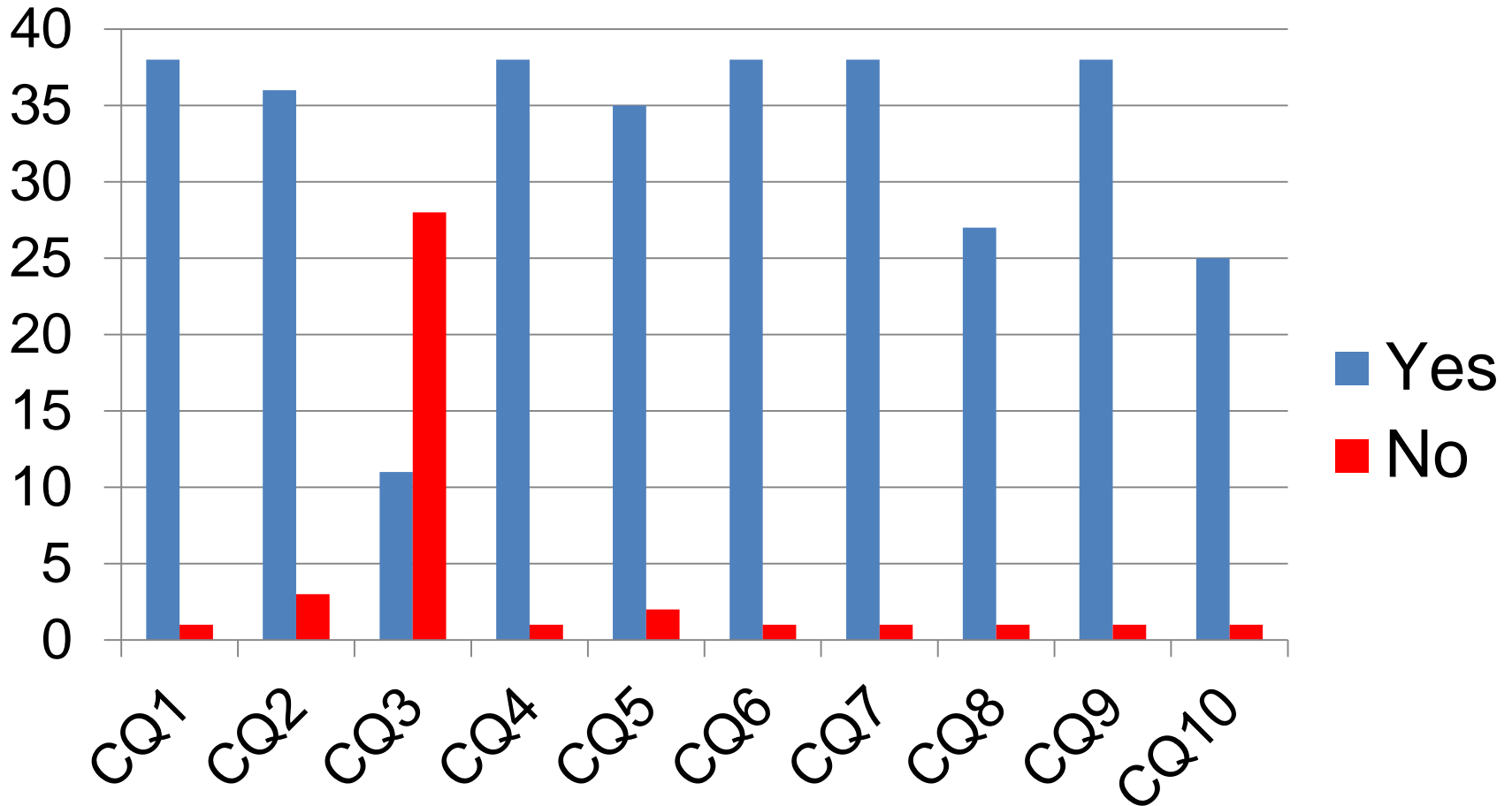


Compliance Assessment Program



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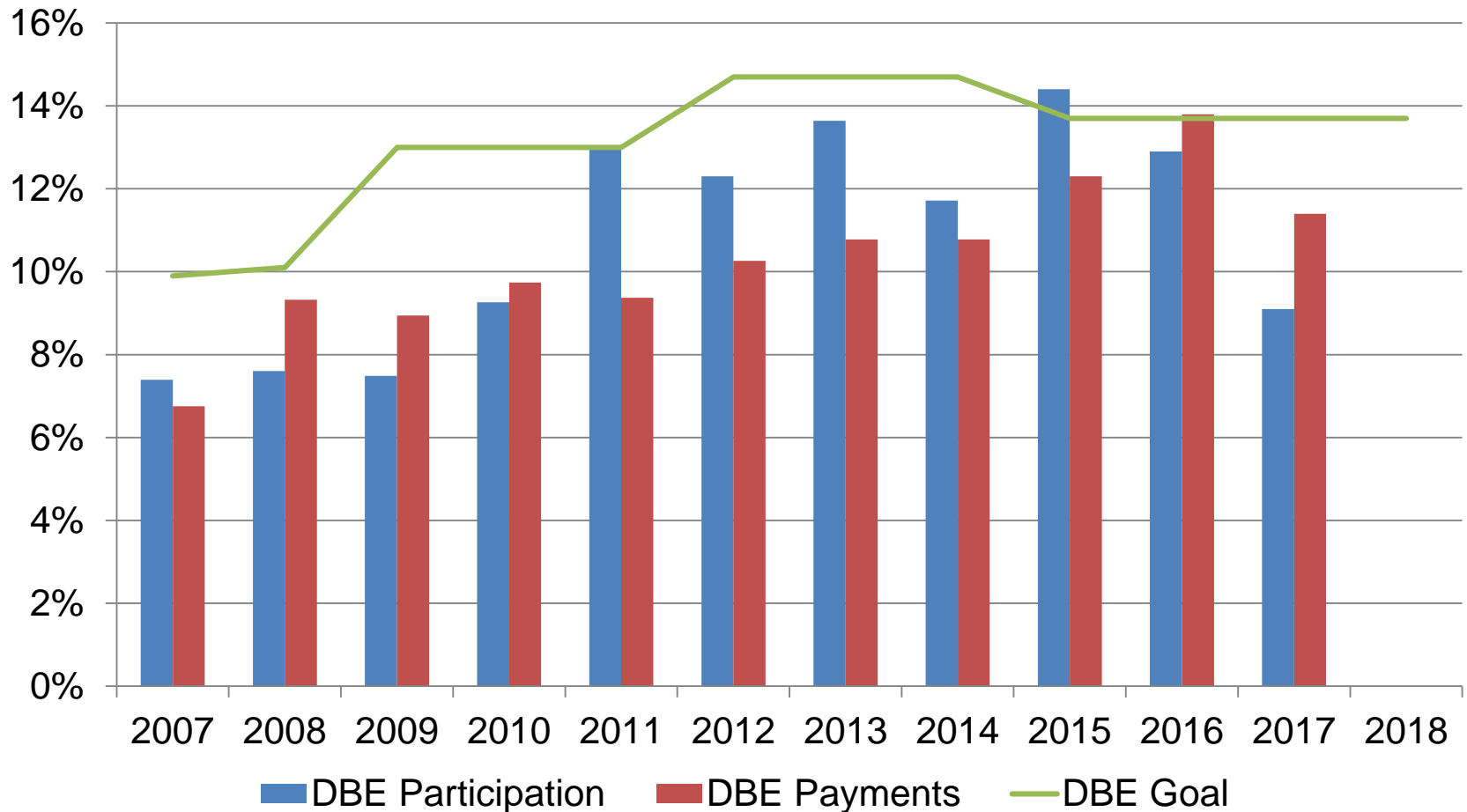
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DBE Participation & Payments

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Meeting ADA in Work Zones

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- When do you close a sidewalk during construction?
- Should you provide a detour?
- If so, where and to what extent?
- What about ADA?



Every Day Counts

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Strategies to Minimize Delays, Maximize Safety and Mobility

- Project Coordination
- Technology Applications
 - Queue Management Systems
 - Speed Management



Transportation departments are using smarter work zone strategies, such as variable message signs, to enhance safety and reduce traffic delays.

Photo by: Federal Highway Administration



U.S. Department of Transportation
Federal Highway Administration

Enhanced Durability through Increased In-Place Pavement Density

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- Assumption – Pavement density can be increased with a minimum of additional cost.
- Objective – States will increase their in-place asphalt pavement density requirements in increased pavement life.



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